PY P9768.8/4 no.29 1950

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Truck Regulations
(General Order No. 29)

In re: Handling of C.O.D. Shipments

O R D E R

BY THE COMMISSION, MARCH 6, 1950:

The Commission is of the opinion that it is necessary for the accommodation and convenience of the public that common carriers of property by motor vehicle adhere to certain standards with respect to the handling of C.O.D. shipments and the collection and remittance of C.O.D. funds; THEREFORE,

IT IS ORDERED: That, effective May 31, 1950, Truck Regulations (General Order No. 29), providing rules and regulations governing common carriers, contract carriers, forwarders and brokers for transportation of property by motor vehicle, be and is hereby supplemented by Rule 213 of Part II, reading as follows:

RULE 213

HANDLING OF C.O.D. SHIPMENTS

(a) The provisions of this rule apply to the handling of C.O.D. shipments by all common carriers, except such transportation which is auxiliary to or supplemental to transportation by railroad and performed on railroad bills of lading, or performed for freight forwarders on freight forwarder bills of lading.

(b) No common carrier, except as otherwise provided in paragraph (a), shall render any C.O.D. service unless such carrier has published, posted and filed tariffs which contain the rates, charges and rules governing such service, which rules shall conform to these regulations.

(c) Every common carrier, except as otherwise provided in paragraph (a), shall remit each C.O.D. collection directly to the consignor or other person designated by the consignor as payee promptly and within ten (10) days after delivery of the C.O.D. shipment to the consignee. If the C.O.D. shipment moved in interline service, the delivering carrier shall, at the time of remittance of the C.O.D. collection to the consignor or payee, notify the originating carrier of such remittance.

(d) Every common carrier, except as otherwise provided in paragraph (a), handling C.O.D. shipments as a delivering carrier shall maintain a record of all C.O.D. shipments received for delivery in such manner and form as will plainly and readily show the following information

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with respect to each shipment: number and date of freight bill; name and address of shipper or other person designated as payee; name and address of consignee; date shipment delivered; amount of C.O.D.; date collected by delivering carrier; date remitted to payee; and check number or other identification of remittance to payee.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

(signed) John Siggins, Jr.
Chairman

ATTEST:

(signed) J. A. Walter
Secretary

(SEAL)

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Modification of Rule 211 of Truck Regulations (General Order No. 29)

O R D E R

BY THE COMMISSION, SEPTEMBER 19, 1949:

Part II, Rule 211, Section (a) of the Commission's Truck Regulations, formerly known as General Order No. 29 (Rules and Regulations Governing Common Carriers, Contract Carriers, Forwarders and Brokers, for transportation of property by Motor Vehicle) concerning equipment provides as follows:

> "Except as hereinafter provided, no motor vehicle shall be operated on or over the Highways of this State in intrastate commerce by any common carriers by motor vehicle until such carrier shall have first received the authorization of the Commission to operate said vehicle. Immediately upon the receipt of said authorization, and prior to placing said vehicle in operation, the common carriers shall file with the Commission a description of each motor vehicle so authorized, giving the name of the manufacturer, the manufacturer's serial number, the engine number and the maximum gross weight with load, and shall comply with the rules with respect to filing of proof of insurance covering the particular vehicle. The Commission will then issue an equipment certificate evidencing its authorization of the operation of each vehicle so authorized, or add said vehicle to the equipment certificate if said certificate be already issued."

This rule provides for the issuance of equipment certificates to common carriers which certificates specify the motor vehicles the individual carrier is authorized to operate. Such motor vehicles are described by various data including the engine number.

At its 1947 Session the Pennsylvania General Assembly by Act 151, approved May 31, 1947, P.L. 337, eliminated engine numbers as a means of identification of commercial motor vehicles in certificates of title and registration cards as issued by the Department of Revenue. Two years later the General Assembly by Act 61, approved April 11, 1949, P.L.____, effective September 1, 1949, took the same action with respect to all motor vehicles. These actions make it unnecessary to report any change of engine to the licensing agency when a new or used engine is installed in a motor vehicle.

Therefore, we are now of the opinion that no useful purposes will be accomplished by continuing to require motor carriers to submit to the Commission the engine number of each motor vehicle they may operate in the service authorized by their certificates of public convenience and that our Truck Regulations should be modified accordingly; THEREFORE,

IT IS ORDERED:

1. That Section (a), Rule 211 of Part II of our Truck Regulations (General Order No. 29) reading as follows, to wit:

> "Except as hereinafter provided, no motor vehicle shall be operated on or over the Highways of this State in intrastate commerce by any common carriers by motor vehicle until such carrier shall have first received the authorization of the Commission to operate said vehicle. Immediately upon the receipt of said authorization, and prior to placing said vehicle in operation, the common carriers shall file with the Commission a description of each motor vehicle so authorized, giving the name of the manufacturer, the manufacturer's serial number, the engine number and the maximum gross weight with load, and shall comply with the rules with respect to filing of proof of insurance covering the particular vehicle. The Commission will then issue an equipment certificate evidencing its authorization of the operation of each vehicle so authorized, or add said vehicle to the equipment certificate if said certificate be already issued;"

be and is hereby modified to read:

> Except as hereinafter provided, no motor vehicle shall be operated on or over the Highways of this State in intrastate commerce by any common carriers by motor vehicle until such carrier shall have first received the authorization of the Commission to operate said vehicle. Immediately upon the receipt of said authorization, and prior to placing said vehicle in operation, the common carriers shall file with the Commission a description of each motor vehicle so authorized, giving the name of the manufacturer, the manufacturer's serial number and the maximum gross weight with load, and shall comply with the rules with respect to filing of proof of insurance covering the particular vehicle. The Commission will then issue an equipment certificate evidencing its authorization of the operation of each vehicle so authorized, or add said vehicle to the equipment certificate if said certificate be already issued.

2. That, except as herein modified, our Truck Regulations (General Order No. 29) remain in full force and effect.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

(signed) John Siggins, Jr.
Chairman

ATTEST:

(signed) J. A. Walter
Secretary

(SEAL)

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Modification of Rule 9 of Truck Regulations (General Order No. 29)

O R O E R

BY THE COMMISSION, FEBRUARY 20, 1950:

Part I, Rule 9, Section (a) of the Commission's Truck Regulations, formerly known as General Order No. 29 (Rules and Regulations Governing Common Carriers, Contract Carriers, Forwarders and Brokers, for transportation of property by Motor Vehicle), provides as follows:

> "Every common carrier, contract carrier and forwarder shall report in the manner and on the form prescribed by the Commission, all accidents arising from or in connection with the operation of motor vehicles under a certificate or permit from the Commission, from which there results the death of any person, personal injury requiring medical attention, or property damage, excluding cargo to an apparent extent amounting to $50.00 or more."

At its 1949 Session the Pennsylvania General Assembly by Act 381, approved May 12, 1949, P.L. 1279, inter alia, provided that it is necessary to report all motor vehicle accidents causing damage to property where the amount of damage is in excess of $100.00, thereby amending Act 433, 1945, P.L. 1340, which provides that all motor vehicle accidents must be reported where the amount of property damage exceeds $50.00.

We are of the opinion that Rule 9 of Truck Regulations (General Order No. 29) should be revised to conform with provisions of the new Financial Responsibility Act 381, approved May 12, 1949, P.L. 1279, and that the above regulations of the Commission should be revised to eliminate the necessity for reporting motor vehicle accidents resulting in property damage of less than $100.00 and so find; THEREFORE,

IT IS ORDERED:

1. That Section (a), Rule 9, of Part I of our Truck Regulations (General Order No. 29) reading as follows, to wit:

> "Every common carrier, contract carrier and forwarder, shall report in the manner and on the form prescribed by the Commission, all accidents arising from or in connection with the operation of motor vehicles under a certificate or permit from the Commission, from which there results the death of any person, personal injury requiring medical attention, or property damage, excluding cargo, to an apparent extent amounting to $50.00 or more "

be and is hereby modified to read:

> Every common carrier, contract carrier and forwarder shall report, in the manner and on the form prescribed by the Commission, all accidents arising from or in connection with the operation of motor vehicles under a certificate or permit from the Commission, from which there results the death of any person, personal injury requiring medical attention, or property damage, excluding cargo, to an apparent extent amounting to $100.00 or more.

2. That, except as herein modified, our Truck Regulations (General Order No. 29) remain in full force and effect.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

(signed) John Siggins, Jr.
Chairman

ATTEST:

(signed) J. A. Walter
Secretary

(SEAL)

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Truck Regulations
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(b) No common carrier, except as otherwise provided in paragraph (a), shall render any C.O.D. service unless such carrier has published, posted and filed tariffs which contain the rates, charges and rules governing such service, which rules shall conform to these regulations.

(c) Every common carrier, except as otherwise provided in paragraph (a), shall remit each C.O.D. collection directly to the consignor or other person designated by the consignor as payee promptly and within ten (10) days after delivery of the C.O.D. shipment to the consignee. If the C.O.D. shipment moved in interline service, the delivering carrier shall, at the time of remittance of the C.O.D. collection to the consignor or payee, notify the originating carrier of such remittance.

(d) Every common carrier, except as otherwise provided in paragraph (a), handling C.O.D. shipments as a delivering carrier shall maintain a record of all C.O.D. shipments received for delivery in such manner and form as will plainly and readily show the following information

with respect to each shipment: number and date of freight bill; name and address of shipper or other person designated as payee; name and address of consignee; date shipment delivered; amount of C.O.D.; date collected by delivering carrier; date remitted to payee; and check number or other identification of remittance to payee.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

(signed) John Siggins, Jr.
Chairman

ATTEST:

(signed) J. A. Walter
Secretary

(SEAL)

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Modification of Rule 9 of Truck Regulations (General Order No. 29)

O R D E R

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We are of the opinion that Rule 9 of Truck Regulations (General Order No. 29) should be revised to conform with provisions of the new Financial Responsibility Act 381, approved May 12, 1949, P.L. 1279, and that the above regulations of the Commission should be revised to eliminate the necessity for reporting motor vehicle accidents resulting in property damage of less than $100.00 and so find; THEREFORE,

IT IS ORDERED:

1. That Section (a), Rule 9, of Part I of our Truck Regulations (General Order No. 29) reading as follows, to wit:

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be and is hereby modified to read:

> Every common carrier, contract carrier and forwarder shall report, in the manner and on the form prescribed by the Commission, all accidents arising from or in connection with the operation of motor vehicles under a certificate or permit from the Commission, from which there results the death of any person, personal injury requiring medical attention, or property damage, excluding cargo, to an apparent extent amounting to $100.00 or more.

2. That, except as herein modified, our Truck Regulations (General Order No. 29) remain in full force and effect.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

(signed) John Siggins, Jr.
Chairman

ATTEST:

(signed) J. A. Walter
Secretary

(SEAL)

PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Modification of Rule 211 of Truck Regulations (General Order No. 29)

O R D E R

BY THE COMMISSION, SEPTEMBER 19, 1949:

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IT IS ORDERED:

1. That Section (a), Rule 211 of Part II of our Truck Regulations (General Order No. 29) reading as follows, to wit:

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2. That, except as herein modified, our Truck Regulations (General Order No. 29) remain in full force and effect.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

(signed) John Siggins, Jr.
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ATTEST:

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